

ONLY a few more days left
in which to kill
spring mosquitoes.

The Evening Herald

TRIBUNE-CITIZEN.
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THE EVENING HERALD
Vol. 2, No. 58.

JAMES J. HILL, BUILDER OF THE NORTHWEST, DIES AT RIPE OLD AGE

No Arrangements Made for
Funeral as Yet; Death En-
sues From Infection Con-
tracted Some Time Ago.

MEMBERS OF FAMILY PRESENT AT THE END

Beginning as Roustabout, Fu-
ture Railroad Magnate
Worked Way Through All
Occupations.

(By Evening Herald Leased Wire)
St. Paul, Minn., May 29.—James J. Hill, railroad tycoon, capitalist and most widely known figure of the northwest, died at his Summer avenue residence at 6:30 a.m. this morning as the result of an infection due to bowel trouble.

Mr. Hill was unconscious for nearly two hours before he died. Dr. Herman M. Bliggs and Dr. Stanley Seeger, together with members of the immediate Hill family, were at the bedside when the end came.

Mr. Hill's personal secretary, M. B. Brown, made the announcement of his employer's demise to waiting newspaper correspondents at the Hill residence. His statement was made verify with the intimation that a written bulletin might be issued later.

Questioned regarding the date for obsequies, Mr. Brown said no arrangements had been discussed.

Following a relative late yesterday, Mr. Hill died rapidly through the night.

All the members of his family were at the bedside with the exception of Mrs. M. Beard of New York, a daughter. She is expected to arrive tonight. James N. Hill, of New York, arrived early today.

Louis W. Hill was up at 7 a.m. "My father slept most of the night," he said.

M. B. Brown, Mr. Hill's confidential secretary, met the newspaper reporters on the lawn.

"Mr. Hill died quietly at 3:30," he said, with tears in his eyes.

Just as Mr. Hill was dying, two little sisters of the Pong approached the house from the south driveway. They were met at the door, extended their sympathy and departed.

One of the first to leave the house was John J. Thomas, Mr. Hill's confidential business agent and associate for years. Mr. Thomas took his departure at 8:30 followed by Ralph Hunt, assistant to Louis W. Hill, president of the Great Northern railroad, and one of the younger members of Mr. Hill's railroad family.

Louis W. Hill was next to leave the house. He walked between Rev. Thomas J. Gibbons, vicar general of the St. Paul archdiocese, and George MacPherson, intimate friend of the family. Gibbons showed plainly on the face of the older Hill's successor. All three went to the L. W. Hill residence.

James J. Hill discovered "the granddaddy of the world" in the great northwest; he built it in development from a wilderness into what now comprises six wealthy states dotted with 100,000 farms; and he blazed a trail for transportation which reached eventually from Buffalo to Asia, with a total mileage of rail and steamship facilities that would nearly girdle the earth.

That but roughly spans the story of his achievement.

Next night, in Ontario, where James (Jumbo) Hill was born in 1834, the son of an Irish-Canadian farmer who died when the boy was 14, there stands a tree stump labeled "The last tree chopped by James J. Hill."

It marked the lad's resolution to go to the United States. He had been prompted by an odd incident. According to the story that is told, a strange traveler had stopped at the Hill farm to take dinner, and left his horse at the gate. Young Hill saw the animal was tired and he carried it a pan of water. The stranger was pleased with the lad's thoughtfulness and as he drove off he bade him a newspaper from the United States and called out gravely:

"Go there, young man. That country needs youngsters of your spirit."

He read the paper carefully. It contained glowing accounts of opportunities in the states. He resolved to investigate for himself. It was the next morning that he chopped his last tree.

As a mere roustabout lad of 18, he toured from Maine to Minnesota. When, in 1856, he disembarked from a Mississippi river packet at St. Paul that place was a frontier town of 2,000 inhabitants. At the sign of W. J. Bass & Co., agents for the Dubuque & St. Paul Packet Co., he found a job as stevedore and clerk.

In the fifteen years that followed he seized every opportunity to study the whole problem of river transportation. He gathered no end of expe-

rience and a little capital with which he launched his own firm of Hill Bros. & Co., which promptly displayed its initiative by bringing the first load of coal that had ever been seen in that section into St. Paul. Two years later, with a flat-bottomed steamer he established the first regular communication with St. Paul and the Manitoba ports of the fertile Red river valley.

At about that time St. Paul was having its first experiment in railroad building. Eighty miles had been laid to St. Cloud, 316 miles to Breckinridge, both of which terminate at the southern end of the Red River valley, and there were about 100 miles of track which began nowhere and ended in that same infinite spot. This venture ran up a debt of \$25,000,000 and collapsed with its only assets being a new streak of road and a right-of-way.

Hill had sufficient address in the region to be sensed with a convincing desire to purchase the defunct property. After five years of financial deliberation, including the sale of all his other interests, which netted a fortune of \$1,000,000, he and a syndicate of three others—Sir Donald A. Smith, George Stephen, and Norman W. Kittson—obtained the object of his desire.

The St. Paul, Minnesota and Manitoba railway was formed to operate the property with Hill as general manager. When in 1882 Mr. Hill was elected president he undertook the extension of the road from its Dawson and Minnesota homestead to the Pacific ocean. He was confronted by three great competitors to the south, each of which had received big bonuses as government aid whereas the "Mountain" of the Great Northwest as it came to be known did not have a dollar of government subsidy or an acre of grant to forward its progress from the Minnesota boundary to the sea.

In this light, Hill's plan was widely deemed poor folly, but he pressed on to conclusion by building and populating as he built. For several years he laid rails westward at the rate of a mile a day, and at a cost of \$2,000 a mile, and as he went he left a trail of embryonic farms by the roadside.

With the line to Puget sound once laid, he turned empire builder. He introduced the live stock industry into vast areas of bunch grass plains, and developed them by importing blooded stock, he sent demonstration trains through the country with men who showed the people how to raise more wheat to the acre, he made an outlet for the grain by establishing a cheap rate by rail and steamship to Europe where he built great elevators, in fact for upwards of twenty years he left nothing in his power undone to develop the country where he had staked out his claim as the great common carrier.

But at the Pacific tide-water he was not satisfied for he saw in the Orient still further opportunities. He organized a fleet of Pacific steamships for the commercial invasion of Japan and China. Japan at the time wanted steel rails but proposed getting them from England as the rates were less. It is related that when John W. Gates, the steel magnate of Chicago, came to Hill with the proposition of getting American rails to Japan, the latter replied:

"I will make you a rate of \$1 ton from Chicago or Pittsburgh to Yokohama. If that is too much, I will carry it at the axle grease rate on the locomotives and freight cars, and if you can't stand that, I will carry your freight for nothing."

Italian war theater: Austro-Hungarian troops captured the fortified works at Cerveno, west of Aszterio, and the fortified dam across the Tisza southwest of Monosztorito. The French war office report today says these assaults failed.

Fifteen aerial encounters occurred and two German machines were brought down, one of them falling in flames.

TWO GERMAN ATTACKS AT VERDUN UNSUCCESSFUL

Paris, May 29, 11:42 a.m.—Two attacks were made by German troops advancing last night from Croix-aux-Mines on the Verdin front. The French war office report today says these assaults failed.

Fourteen aerial encounters occurred and two German machines were brought down, one of them falling in flames.

AUSTRO-HUNGARIAN TROOPS CONTINUE SUCCESSES

Vienna, Sunday, May 29, via Berlin and wireless to Saarville, May 29.—Austro-Hungarian troops have captured a fortified position west of Atticere, Italy, the war office announced today.

The statement follows:

"Italian war theater: Austro-Hungarian troops captured the fortified works at Cerveno, west of Aszterio, and the fortified dam across the Tisza southwest of Monosztorito. The French war office report today says these assaults failed."

"Spanish-American war theater: Skirmishes with an Italian patrol occurred on the lower Vozusa (in Albania, north of Arbania). The situation is unchanged."

VIOLENT ARTILLERY DUELS ON AT VERDUN

Berlin, May 29, via London, 4:25 p.m.—Violent artillery duels are continuing on both banks of the Meuse on the Verdin front from the war office announced today. French troops made two weak attacks on Cumières village taken last week by the Germans, but these were repulsed easily.

White Mr. Hill built up for himself and his associates an immense fortune \$100,000,000 in real property, which is represented by the value of the 100,000 farms and their \$3,000,000 acres of improved land.

Upon his retirement at 59, the streak of cast he had bought thirty years before had expanded to more than 6,000 miles and it was earning gross profits of more than \$60,000,000 a year, and carrying 15,000,000 tons of freight annually. He still retained a hand in the Great Northern's policy as chairman of the board of directors, while his son Louis, who had worked up from the humblest position of his father's railroad became president.

The secret of the Hill success was no secret at all, according to Mr. Hill, and he had no new recipe to offer. "The man with the big opportunity today," he said, "is the man in the ranks." But the secret of failure he frequently declared to be extravagance. He regarded this as a national tendency against which he strongly set himself, particularly as concerned the natural resources.

During his active supervision of the Great Northern system, Mr. Hill over-saw almost every detail to the wonder of all employees with whom he came in contact. A cogitive instance of his recognition in his own country is the story of a tourist who declares that there are about in the Swedish section of the northwest upwards of 10,000 different stories in Swedish dialect with "Yen Hell" as the centerpiece. Patrons of his lines have liked and disliked him in rapid alternation, for it was his point to have his way, not only where his road should run, but where his patrons should settle. This was part of his economic policy. He carried out a

Unusual Demonstration Takes Place When Representative Farr Offers Plan for Largest Sea Force Yet.

(By Evening Herald Leased Wire)
Washington, May 29.—Sportsmen in the house galleries made an unusual demonstration today during the debate on the naval bill when Representative Farr, Republican member of the naval committee, declared for the largest building program yet suggested.

From secret sources Representative Farr said the navy department had learned that since the beginning of the war England had placed on the seas ships enough to make a navy as large as the entire tonnage of the United States on the seas.

With protest against a larger program than that offered by the majority of the naval committee Democratic Leader Kitchin closed all general debate on the bill and debate was begun under the five-minute rule, which will continue until next Friday afternoon.

(Continued on Page Three.)

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Senate.

Debate on ports and harbors bill continued.

Commerce subcommittee heard protest against shipping bill.

House.

Continued discussion of naval bill.

Ways and means committee Democrats considered revenue measure.

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